

**1990 On the verge of Revolution! After a decade of pronounced change, the 1990s opened quietly with dues increasing to \$24.**

**Early in the decade a committee was charted to develop a standard for something called Digital Command Control.**

**Just as important, the Long Range Planning Committee presented a proposed reorganization of the NMRA.**

## **1990 February**

### **Harold H. Carstens Named NMRA Model Railroad Industry Man of the Year**

Harold H. Carstens, president of Carstens Publications, Inc., of Newton, N.J., was named the Model Railroad Industry Man of the Year by the NMRA at a presentation made at the annual business meeting of the Model Railroad Industry Association. The MRIA meeting was held during the annual Chicago Model Hobby Show held Nov. 2-5 at the O'Hare Expo Center. The show, co-sponsored by the MRIA and the Radio Control Hobby Industry Association, drew thousands of hobby industry buyers plus an estimated 20,000 model builders.

Carstens is publisher of three nationally distributed monthly hobby magazines (RAILROAD MODEL CRAFTSMAN, RAILFAN & RAILROAD, and FLYING MODELS), as well as a line of hobby books and plans. He entered the hobby publishing field in 1952 and had his first articles accepted while still a student in high school. He took his first course in journalism at the Philippine Institute for the Armed Forces in Manila. He's a graduate of Fairleigh Dickinson University.

Carstens is a past president of the MRIA, a past president of the Hobby Industry Association



of America, Inc., and past president of the Train Collectors Association. He served on the board of trustees of Wagner College, Staten Island, N.Y., for 11 years including two years as board secretary. He's also a member of the Magazine Publishers of America.

In 1961, Carstens was awarded the NMRA's Distinguished Service Award at the NMRA's national convention held in Montreal. He is a life member of the NMRA. He also holds the HIA's Meritorious Award of Honor. He's listed in Who's Who in America and Who's Who in the World.

Carstens and his wife Phyllis make their home in Fredon Township, N.J. They have four children.

**1990 March The Story of G. William (Bill) Hammer..Many Honors!**

*Somehow the computer at the home office was lacking complete information on the presidential awards. Due to this error, one of our great supporters, G. William Hammer, was overlooked as one of the individuals who has been awarded the NMRA's highest awards. They are the PA, DSA, and HLM, plus he is also a master model railroader.*

*I also extend my apologies to Bill, as he is one who has been a continuous supporter of the NMRA both as a volunteer and as a monetary contributor. We have updated our records to correct this error. I am glad that this was found at this time so it could be straightened out as it becomes most difficult as the years pass to make corrections. Once again, it is my pleasure to turn this column over to Jack Weir.*

conducted by guest columnist/**Jack Weir**

**P**lease allow me to introduce G. William (Bill) Hammer. He is a man of honors and achievements that need to be publicized, and here lies the story:

In December 1989, President Dupont allowed me the opportunity to tell you about Dean Freytag, whom I felt was the first to be honored by the presentation of the PA, DSA and HLM awards and to achieve the status of MMR. However, due to an unusual set of incidents and circumstances, Bill Hammer got overlooked in the research to do the preceding article. This is a public apology and explanation.

Bill and Dean are friends of mine who have helped me share many model railroad experiences.

The October 1988 BULLETIN published the names of the Birmingham convention contest winners, plus contest results and special awards. Also listed were the names of four recipients of the DSA and two HLM awards.

The HLMs were for Dean Freytag and a William Hammer (no initial G., so no particular bell rang for me). No President's Awards were listed . . . odd, as the president usually recognizes some special people for their efforts. As I was not present in 1988, I was not aware of the omission in the publication, but President Dupont spotted it and they were included in his column that appeared in January 1989. It turned out that Dupont had presented PAs to nine worthy gentlemen, including G. William Hammer, and that is unusual as a person generally does not receive two honor awards in the same ceremony. It still did not really sink in to me that Bill Hammer had received all three of the top honors (PA, DSA, HLM), but I did know he was an MMR. The ladies at Chattanooga must have missed the PA for Bill, too, as he was not listed as a PA holder on the computer printouts for the lists of PA, DSA and HLM as of the end of June 1989 that were sent to me as a part of the reference material for research of the December article.

Anyway, to pay homage to G. William Hammer, let us list his services to the NMRA and its various components. He has served the MER on various committees, president/trustee, as Eastern VP, and his national committee service was performed on the Estate Counsel as a member in 1962-65 and chairman 1965-76 and 1985 to present. He also served on the Legal Committee as a member 1963-65, chairman 1965-76 and 1985 to present. If we have forgotten any, we are sorry.

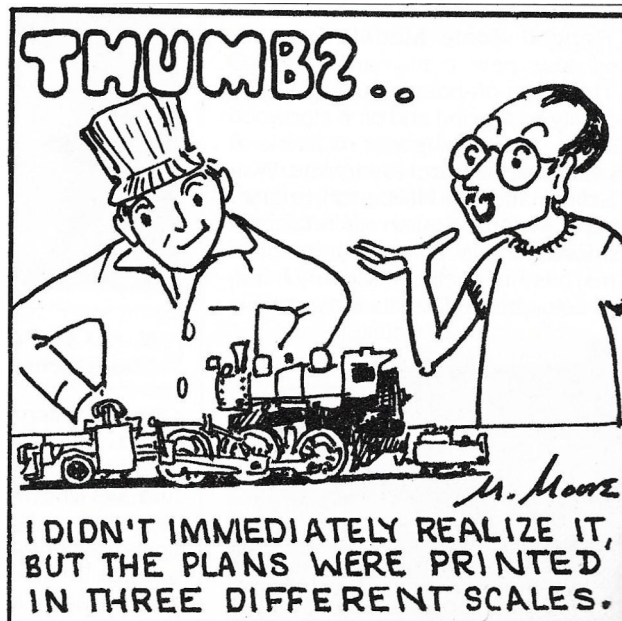
Bill Hammer's MMR (#50) was completed in 1973. The DSA was presented in 1976 with the PA and HLM in 1988 as previously noted. If you did not guess already, Bill's vocation is the practice of law. A few years back, he quit "practicing" and became a judge in Fairfax County, Va.

Again, I apologize for missing Bill earlier and congratulate him for his honors and achievements. He is another nice guy.☺

## 1990 April

### Tim Kubat announced as Master Model Railroader #128

### Larry Keeler announced as Master Model Railroader #137



## 1990 May



## The Work Train conversation with the president/Bob Dupont

It is always a pleasure to share good news with the membership, and we certainly have had good news given to us by our Membership and Promotion chairman, Jim Hammer. We have closed out the month of January 1990 with a total paid membership of 23,856. This is fantastic, and it shows what a lot of hard work can accomplish. A good portion of this has been accomplished with the assistance of Bachmann Industries, MODEL RAILROADER, and MODEL RAILROAD CRAFTSMAN in addition to the grass-roots membership drive from the divisions and regions. Also, we always get constant support from our friends at Walthers who continuously run an NMRA membership form in their catalogs.

It was my goal almost four years when I began as president to bring the membership back to the 25,000 mark. It seems that this dream could turn into a reality if our hard work continues for a few more months.

Our Nominations chairman, Bob Sherlock (sometimes referred to as Sherlock), has lined up a great ballot with two candidates for each office. All of these candidates are well qualified and are eagerly looking forward to your casting a vote. Please support this election as it is most important to our organization to have membership participation.

We just had our mid-year meeting in the beautiful Phoenix area and wish to thank Bob Sherlock for setting up great facilities and a nice tour of the area including the Thunderbird Model Railroad Club and Ed Ravenscroft's fine home layout. Ed is a past president of the NMRA and has been a consistent and most generous supporter of the NMRA.

At the meeting, Jack Wall, PCR president, presented those in attendance with the fine Orchard Supply train calendar. We are most appreciative to Jack for his trouble in getting us these calendars and are particularly thankful to Orchard Supply for allowing us once again to distribute their calendar.

A great deal was accomplished at this meeting, and you will have a copy of the minutes in a future issue of the BULLETIN. In fact, we are adding one extra day for the business meetings in Pittsburgh as our long-range planning committee has got us well underway and we need the additional time to implement much of their study.

C. J. Riley, chairman of the Pittsburgh convention committee, has informed me that due to the heavy turnout of manufacturer displays and modular layouts it was necessary to rent an additional 20,000 square feet in order to be able to satisfy the demand for space. If you hear that all the space

has been sold out and you are unable to obtain space, this is not true as there is now enough additional room to accommodate anyone wishing to participate in the trade show.

The Pittsburgh Limited 1990 Convention Committee is very excited about the NMRA staff and membership coming to Pittsburgh in August. The convention is shaping up to be one of the best ever. Formal publicity in the model press is now starting and "word of mouth" about how great the convention will be is running at a high level.

NMRA members and their families will find Pittsburgh to be a very vibrant city which has very effectively shaken its reputation for being a dirty, nasty mill town. The downtown area is an excellent site for the convention and trade show, as it is also a downtown where many people come to shop and dine.

Pittsburgh is a "hotbed" of model railroading as evidenced by the many fine layouts which will be on tour as part of the convention activities. A number of the layouts will appear in the model railroad press in the near future and several of the layouts feature work done by well known authors. The list of clinics is extensive and we are sure there will be something of interest for everyone.

Many other activities will also be available to the members and their families, such as riverboat rides, prototype tours—which will include the G.E. locomotive plant—a steel mill, a coal mine, a brewery and many more.

The NMRA convention banquet on Friday evening will feature Paul Reistrup, past Amtrak president, and current president of the Monongahela Railroad, as the keynote speaker.

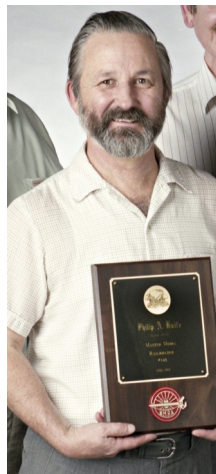
We are confident that the trade and train show on Thursday, Friday, and Saturday will exceed Houston, so don't miss it. Thursday show hours and Friday afternoon will be totally devoted to convention registrants, and we think that will give all interested NMRA members and convention registrants a chance to effectively communicate with the MRJA membership.

We will keep you posted as things continue to fall into place for the convention and train show. See you in Pittsburgh!

I have been asked to notify any interested N scalers that the 1990 N scale convention west will be held in Reno, Nev., at the Pepper Mill Hotel on Aug. 22-26, 1990. The Berkeley, Calif., site has been dropped and Reno is the new location.☺

## 1990 May

### Phillip A. Knife announced as Master Model Railroader #148 FIRST MMR FROM "DOWN UNDER" Australia!



## 1990 May

## Bill Ackland announced as Master Model Railroader #149

July 1990 Robert Phillip Brinkman (Past NMRA President)

### The Work Train

conversation with the president/Bob Dupont

*The guest editorial this month has been written by Ron McCreight of Birmingham, Mich. Mr. McCreight was kind enough to respond to my request a few months ago that someone who knew Robert Brinkman quite well would send an article to be used in the BULLETIN. I very much appreciate the time and effort that was put into the information sent to me for this purpose.*

**R**obert Philip Brinkman was born in Des Moines, Iowa, on March 28, 1920. He died on Sept. 16, 1989. He spent 54 years of his life working in, promoting and enjoying the hobby of model railroading; he was a consummate model railroader.

His earliest models were of airplanes. Starting at age 13, he won five Iowa State Fair blue ribbons for these models! But model railroading won out over model planes—fortunately, for our hobby. Bob wrote about his "Des Moines Northern" HO railroad under construction, which was published in a new magazine called MODEL RAILROADER, in November 1936. Bob was only 16. That same year, he made his first HO scale model railroad car, an outside frame boxcar. All of this was literally scratchbuilt—in 1934, virtually no scale parts were commercially available.

At Iowa State University, Bob won many honors, including the engineering honor society, Tau Beta Pi. During the summers, he made models for BETTER HOMES AND GARDENS magazine, and was a draftsman for Glen L. Martin, a Baltimore airplane manufacturer. He graduated with honors in 1943 as a mechanical engineer. After serving in the Army engineers as a captain during World War II, Bob attended California Institute of Technology and graduated in 1948 with a professional degree in industrial design. General



Motors hired him to work in Detroit in the car styling studios. He was a design engineer on the GM design staff.

One assignment required him to design a large scale model of the GM Aero-train for the Motorama in 1956. Following this, it was displayed at the Museum of Science and Industry in Chicago for several years. Another assignment was the design and development of GM's signing program. These signs are evident today at every GM dealership.

Bob was a staunch NMRA supporter and volunteer, which led to the executive vice presidency from 1959 to 1963, and the presidency in 1963 and 1964. He was involved in developing the NMRA Standards, the Achievement Awards requirements and contest judging rules during this time. He also earned seven Achievement Award certificates.

He was a charter member of the South Oakland County Model Railroad Club, and for 35 years contributed his expertise in many areas—the club's constitution and by-laws, with its 100 percent NMRA requirement, the design of two layouts and module standards, electrical and electronic designs, models, tracklaying, switch-making—everything in the club felt his influence. The SOC club layout was described in the March 1974 issue of MODEL RAILROADER magazine.

Bob was also involved in building a 2½" scale, narrow gauge, live steam locomotive; was a tinplate collector; and photographed trains all over America, in Europe and elsewhere.

After his retirement, Bob extended his activities to include countless presentations to civic groups on model railroading. Scout groups, senior citizens, libraries and continuing education classes asked for his demonstrations. He was a prime mover in his church's Christmas program for the community, which included a toy train layout.

He is survived by his wife, Tenney, his son, R. Craig Brinkman of San Mateo, his daughter, Joanne Tenney Brinkman Madlang of Denver, two brothers, two sisters, and three grandsons.

He is also survived by his many friends in the community of model railroaders.☺

1990 August

Loren Neufeld announced as Master Model Railroader #151

Dean A. Freytag announced as Master Model Railroader #153

1990 September

James Woodard announced as Master Model Railroader #166

1990 September

Ronald Ralph Rise announced as Master Model Railroader #167



**Ronald Ralph Rise is the FIRST 3-rail ("inside" / center rail") modeler to earn MMR! He started with a Lionel Train and never changed. Rare for sure. Ron was welcomed by the NMRA and served in multiple positions over the course of many years.**



The Sunshine Region's newest Master Model Railroader is **Ronald R. Rise** of St. Petersburg, Fla. Ron's acquisition of MMR represents a first in the history of the Achievement Department. He is the first model railroader to achieve master status working in inside third rail O gauge.

Ron has developed a concept in modeling that he calls 'scaleplate.' This involves the use of tinplate parts (mostly Lionel) such as motors, drivers, gears, etc. to create locomotives that will run on inside third rail scale

track. His locomotives are built to full O scale dimensions, but utilize AC power for propulsion.

Ron's two most recent motive power units have both taken first place plaques in Sunshine Region convention contests.

His background in electronics (he is a retired communications engineer) has enabled him to provide much of his rolling stock with special features such as sound and constant lighting. Ron is very active in regional model competitions, not only in the locomotive category, but also as a car builder. He is pictured here holding his scratchbuilt H.J. Heinz vinegar tank car, which took first place at the Winter Haven fall convention.

Ron is very active in the Sunshine Region, serving as Western Division Achievement Program chairman, as well as serving at the national level as national vice chairman of the Boy Scouts merit badge program. He is also a registered counselor for the railroading merit badge and has assisted 26 scouts in achieving this honor.✱

**1990 November**































































































## INCREASED MEMBERSHIP / 30,000 at Train Show!

### A Big One

**M**agazine deadlines being what they are, this is being written a few days after I returned to the mountains from the Valley Forge Express, the NMRA's 1993 annual convention. And what a convention it was! If numbers mean anything, we surpassed both convention attendance and Train Show attendance records. Final and official numbers will be coming along a little bit later after the crew checks and rechecks their paperwork, but this convention will definitely establish some milestones.

At this writing late in August, Convention Chairman Bob Charles informs me there were 3,586 registrations including full and one or more days. And here's a big one: If you were there you saw all those great Valley Forge? Philadelphia folks standing in the rain to gain admittance to our Train Show! Early figure indicate the Train Show attendance Was over 30,000 people!

While the annual convention is a week of total emersion in model railroading, I'm sure you are well aware that we also use the time to hold meetings for the Board of Trustees, Executive Committee and other committees. It's in that area that I'd like to pass along a couple of highlights worth your attention.


The Board approved adoption of digital control Standards and Recommended Practices. The Standards, of course, will be presented to the membership for consideration on the next available ballot, probably the 1994 edition due next spring. You can review both the Standard and the Recommended Practices through the pages of the *Bulletin*. A motion from the Services Department to investigate and enter into agreements with various companies to obtain discounts for NMRA members was approved by the Board. There are no specifics yet. Services Department Chairman Ben

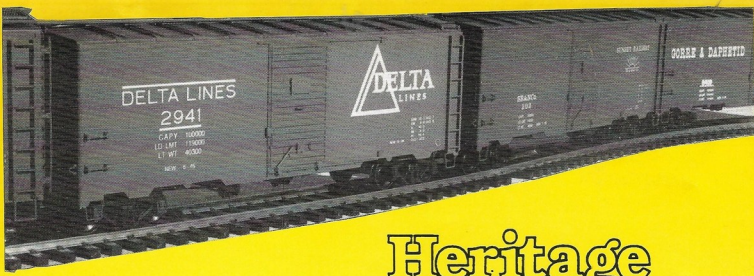
Pearlman will be looking into a variety of discount potentials including car rentals, hotels and motels, model railroading items and as many others as he and his committee can turn up. As these are spiked down, you'll read about them here in the *Bulletin*.

The Board and Executive Committee also approved the bid from Kansas City to return there for the national convention in 1998. In case you've lost count, we'll be in Portland, Oregon next year, Atlanta in 1995, Long Beach, California in 1996 and Madison, Wisconsin in 1997.

I'd like to pass on one important staff change that became effective September 1, 1993. That change finds Jack Wall of Menlo Park, California taking over the Membership Promotion Department so ably led the past eight years by Jim Hammer. Assisting Jack will be Pete Moffett. Jim Hammer has been appointed as the NMRA liaison to the model railroad industry.

It's been Jim's leadership over the last eight years that has brought the NMRA membership from a low point to where it is today. Jim credits many willing hands throughout the NMRA for the success of his membership promotion programs, but it has been his leadership that has stood at the heart of this success.

A new award will honor Jim's promotion efforts. Named after his title for a departmental publication, "pounding the Rails," it will be presented annually to someone who has done outstanding work in promoting the hobby of model railroading and the NMRA. The first "Pounding the Rails" award went to Jim Hammer at the Valley Forge Convention. I'll be looking for you in this space next month; in the meantime, if you can't stop, wave! 



**Heritage Collection**  
**ISSUE NO. 3**

**Frank Ellison's DELTA LINES**

The NMRA proudly presents Frank Ellison's famous "Delta Lines" railroad as Issue No. 3 of the "Heritage Collection"!

of you have enjoyed the fine detail and the pleasure of assembling the "Gorre & Daphetid" and "Sunset Railway & Navigation Co." cars, but others have indicated they'd

**1993 December MMR #202 Jim Kellow wrote this article**



I started work on meeting the NMRA requirements for the Master Model Railroader (MMR) designation in 1990. On June 27, 1993, I had the final judging that completed my seventh certification area and qualified me for the MMR award. As I write this I am scheduled to be presented with the award at the NMRA National Convention on Aug. 6, 1993, in Valley Forge, Pa.

Was the effort worth it? What does "MMR" really mean?

The answer for "was it worth it?" is definitely yes. The effort made me a much better modeler. It made me get involved in facets of the hobby and learn about the prototype we model in ways that I previously had not even thought about. I learned construction methods and techniques as well as the use of various materials to simulate prototype construction. I learned about electrical applications that previously I had only heard about. I learned a little about architecture and building construction, plumbing and interior detailing of structures. I experienced that fear of entering, and later the thrill of winning, model contest. I met and had help from a lot of people, both members and non-members of the NMRA. I joined the first model railroad club I have ever belonged to and also built a completely new layout in O scale traction. I acquired the confidence to believe that I am capable of building any project I want and that it will be a very good model. I learned some metal working skills, soldering, and the use of a lathe, drill press and a milling machine.


I still consider myself a beginner, but my O scale all-brass, scratchbuilt trolleys won first place in the 1992 O Scale Convention and the Vane A. Jones Best of Trolleys award at the 1993 O Scale Convention. In addition I was recently asked to scratch-build several models for other modelers. This was a big boost to my ego. I also learned how to write articles, and as a result have a column on scratch-building which appears in the *48FT./"O" Scale News Magazine* and I am discussing a book with one of the hobby publishers.

As I now look back over the last several years, I remember both the frustrations and thrills of the achievement program. For me it has been very rewarding and I very strongly recommend it to

modelers who are interested in scratchbuilding and learning the prototype. I guarantee that at the very minimum it will make you a much better modeler and have you meet a lot of NMRA people who will go out of their way to help you.

What does being an MMR mean? At this point I would say it is a first step in my continuing modeling education. I only completed the requirements yesterday, and frankly after the thrill and satisfaction of the achievement, I don't feel any different. I owe a great debt of thanks to several NMRA members and Achievement Program officials, without whose help I would never have finished the program. I found out how much the Achievement Program officials were there to help and how devoted they are to the success of the program. I also found out first hand that "anyone" can be successful in achieving the MMR. It is not a program for a select few and it does not require that every model you build be of contest-winning quality at the NMRA National Convention. It does require an honest effort to educate yourself about the prototype and to strive for excellence in your modeling projects. I found that a significant part of the program involves self education and independent research about the prototype being modeled as well as development of your written communication skills. I guess in a nutshell I would say that having achieved the MMR you are a more educated, resourceful, careful, confident, articulate modeler of a prototype railroader.

If I had it to do over again the only thing I would change is the amount of time I spent completing the achievement categories. I would slow down and enjoy it more. I found as I got closer to my goal, I was spending more time to complete it. This detracted from time with my family and other interests. In fairness, this was a mistake.

So to me the MMR award is a major step in my continuing education about our hobby. It is a program that I believe any modeler has the skill to achieve. It is also a program that requires effort on the part of the modeler to complete. I am convinced any modeler will agree the effort is well worth the reward. As one television commercial used to say it, "Try it, you'll like it." Best of luck. 



# 90 on the High Arm

A conversation with the editor

Mike Carlson



## So Long — But Not Good-By

Most of you probably do not know, that I will be leaving as editor of the *Bulletin* December 31, 1993. The February 1994 issue will be my last as editor, and end my 12 year tenure with the *Bulletin* in an editorial capacity. My departure is due to the position of *Bulletin* Editor being placed out to bid this past year by the NMRA, and Mr. Terry Bacus of Columbus, Ohio won the bid. I did submit a bid, and desired very much to continue as editor, but the NMRA officials felt it was time for a change

I will continue on as Advertising Manager for the *Bulletin*, as I did win the bid for that position. So I will still be around, at the national convention and MRIA shows, anxious to talk model railroading an advertising to anyone willing to listen.

It is difficult to leave a job of this nature because it is such a human job, working with different people every day, understanding their point of view, and trying to keep as many of them happy with the content of the magazine. I had a lot of fun trying to satisfy all of needs of the NMRA membership. In some areas I succeeded and in others I didn't.

I am very proud of what I accomplished with the *Bulletin*, taking it from the hot lead era into electronic prepress, putting the magazine on glossy paper, adding color, developing the advertising program, introducing the annual calendar to the *Bulletin*, creating the NMRA Retail Network, development of regular columns to the *Bulletin*, (in particular the Modeler's Aid Column has helped many members with solutions to their problems), trade show coverage and improved convention coverage and promotion.

There are many other ideas and projects that I had planned for the *Bulletin*, especially since we had finally taken the magazine into the electronic prepress era. Hopefully, the new editor will bring even more improvements and ideas to the *Bulletin* and publication department.

Getting material for the *Bulletin* is much harder now than it was during Whit Towers editorship. There are well over a dozen national model railroad publications, dozens of specialty magazines and special interest publications as well as other NMRA region and division publications all of which require articles for publication. Many authors are very selective about where their material is published these days, others require payment for the material, and some, flatly refuse to write for the *Bulletin*. I was able to find a core of authors that would consistently produce material for us, and their names have been listed in the Contributing Editors section on page three of each *Bulletin*. Without these people and their dedication to the NMRA it would have made my job much harder. These fine people always delivered when asked and I am proud to have worked with them. I want to thank them for their help in producing the *Bulletin* these past years.

I want to thank you the membership, and the Officers and Trustees of the NMRA for giving me the opportunity of producing the *Bulletin* for the past twelve years. The employment has been a rewarding and learning experience for myself and my family. And even though working for a not-for-profit organization can be a teeth gnashing experience at times, most of my experiences were positive ones that both parties built on.

The January issue will be the annual issue which includes the calendar, and the February issue will carry the election information and an introduction of the new editor. I hope, for those who wanted to see me go, we can remain friends, and for those who wanted me to stay, thank you for your support, encouragement, and trust. I will always remember it!

1993 December



**Martin Vaughn reported as new MMR #194**

**Fred Carlson reported as new MMR #197**

**1994 January    Membership Numbers & Interesting Tidbits**  
**28,855 Reported in 1978 as the LARGEST number of Members**

## **Long and Two Shorts — ● ●**

**by Eric Lundberg**

*A conversation with the president*

### **Numbers**

**N**MRA Treasurer Tom Draper annually presents to the officers and trustees an analysis of the membership. That presentation includes an analysis of scale, membership count with a variety of extensions and even member ages. The survey, now done on all new member and renewal applications seeks to determine only the respondent's primary scale interest. It may or may not represent the hobby in general, but I suspect it does at least give some data that through multiplication, would paint a representative picture of model railroading. I'd like to pass along some of the highlights of Tom's 1993 statistical summary based on information provided by just over 17,500 Association members.

The Scale Analysis is interesting and predictable. Some 78 percent of the membership owned up to HO as their primary scale. For what it's worth, that's down one percent from 1992. Runner-up honors went to N Scale and it may have picked up that one percent the HOers lost. It was thirteen percent of the membership in 1993, up one percent from the year previous. O Scale accounted for six percent, stable over the last two years and three percent fell into the "Other" group. S Scale led at 46 percent, G was at 28 percent and has grown in a year by 2 percent, and Z was at 13 percent, down by 4 percent.


Gauge was also surveyed. Standard was the main gauge, and is practiced by a whopping 97 percent of the NMRA membership in 1993, with the rest in the narrow gauge category. HOn3 had 52 percent of that group with On3 at 26 percent, Sn3 at 20 percent and On2 at 2 percent. Although there's some minor fluctuations in narrow gauge numbers based on a larger data base in 1993, standard gauge was 97 percent in 1992.

I'm reluctant to present membership numbers as it changes month to month, but as of Tom's report presented last summer and using figures through June, we were 25,609 strong. At the same time in 1992 we had 25,852 members, but we have a tendency to go up and down and have had a slow, but positive growth pattern in place for the past decade. The bulk of the membership (over 19,000) were regular, year-to-year members. There were 4,803 life members as of June, 1993. Youth, Affiliate, Sustaining and Family memberships make up the rest.

The Mideast Region was the largest at 2889 members and the Midwest was right behind at 2,799. The smallest Continental region was Thousand Lakes at 554. The Mideast passed the Midwest in 1993 for the top ranking.

While our name is "National," we had a healthy international population with 42 foreign countries showing one or more members of the NMRA. There were 2,504 members residing outside of the United States as of Tom's report, with the largest contingent in Canada (1,387). But if you're planning on being in the neighborhoods of Finland, Ecuador, Luxembourg, Kuwait, Columbia, Guam, North Korea, Chile, Jamaica, the Isle of Man, or a couple of dozen others, you'll run into one NMRA member in each.

Membership has grown over the years from 100 in 1935, through our high water mark of 28,855 in 1978 to where we are today. Bragging rights for most members went to California at 3144, followed by Ohio, Pennsylvania, Illinois, New York, Texas and Wisconsin all in the four-figure category. The smallest was the District of Columbia at 28, followed by South Dakota at 31.

Finally, the average age of our membership was 53 years. But, they range from just under 2-years-old to 98-years-old. 

**1994 January**

**Terry Bacus is now our new Bulletin Editor.**

Hello. My name is Terry Bacus, and I now work for you.

Beginning with the March issue I will be editing the *Bulletin*. I will officially begin work on the magazine in January. Current Editor Mike Carlson will remain with the *Bulletin* as Advertising Manager.

I have some exciting plans for the magazine that I will share with you in the coming months. More important, I would like to hear from you to find out what you would like to see in the *Bulletin*.

I attended college at Franklin University where I earned a bachelor's degree in applied communications. After graduation I signed on at Suburban News Publications in Columbus where I worked first as a city and schools reporter and later as an associate editor.

As an associate editor at SNP, which has a circulation of about 250,000, I was responsible for four zoned editions and one special section. I earned a first place feature writing award from the Society of Professional Journalists for a 1992 article about open heart surgery. In model railroad writing I have had articles published in the *Bulletin*, *Railroad Model Craftsman* and *Model Railroading*.

Like many people, my first exposure to model railroading came as a child when I received a train set to put around the Christmas tree. I built my first model railroad at the age of 12, using plans from a Kalmbach book. During college I built N scale modules that were used as part of the Mid Central Region Division 6 display at the Ohio State Fair. With a friend's encouragement, I chose N scale for modules because it allowed for more room for tall mountain scenery.

Presently I am researching the railroads of southwest and central Colorado in search of track plan ideas for a new layout. But I have one rather large problem that is particularly difficult to solve: I want to model narrow-gauge steam and second and third generation diesels.

I am excited about working for you as *Bulletin* editor, and I want to hear from you. The office space I plan to occupy is not yet complete, when it is I will publish the street address and phone number. Until then drop me a note with your thoughts at P. O. Box 1, Canal Winchester, OH 43110.

**Don Buckley reported as new MMR #199**

**Rick Maier reported as new MMR #204**

**Walter J. Neumen reported as new MMR #205**

**1994 January**

**Captain Robert A. Rowe Obit**



by Bruce Metcalf

Recently, I lost a very good friend of many years' acquaintance. So did a public library in California; so did a special library in Tennessee; so did the NMRA; so did U.S. naval history; and so did you. Perhaps I had better explain: his name was Bob Rowe.

I came to know Bob during his service as the superintendent of the NMRA's Los Angeles Division between 1977 and 1979. It was during his administration, and due largely to his infectious enthusiasm, that I was convinced to leave my garage and begin participating in NMRA activities, first as a participant and soon as part of the crew.

Shortly after leaving the superintendent's office, Bob was quickly elected division representative to the Pacific Coast Region's board where he served until the creation of the Pacific Southwest Region in 1982. By this time, I had been elected the division's chief clerk/paymaster and become newsletter editor, and I worked closely with him on a number of projects, including the 1982 PCR Convention in Pasadena, probably the largest single-region convention on record at nearly a thousand paid participants.

Bob was instrumental in the effort to split the old Pacific Coast Region into two new regions of more manageable size. Along with Wil Seaver and I, Bob drafted the constitution and by-laws for the new region, and Bob served two terms as its first president and its first national trustee. The precedents he set still serve that organization well, and I'm sure he shares my pride that those by-laws have required little change in the organization's first decade.

At the national level, Bob served two terms on the NMRA Board of Trustees as the trustee for the Pacific Southwest Region where his careful attention to detail and parliamentary procedure quickly earned him the respect of his peers. He was also a charter member of the NMRA's Library Committee, a post in which he took great pride until the very end. It was in this capacity

During Art's term as trustee he almost single handedly increased membership in the North Central Region by over 300 new members.

Art had written many articles for the NMRA *Bulletin* under the name of Spike McGinty and toured the United States giving clinics at divisional, regional and national conventions, as well as railroad swap meets and flea markets on his new light weight scenery product line called Polyterrain. Art's commercial display booth at the 1993 Valley Forge National Convention won the Manufacturers Award for the most interesting & informative booth at the Train Show.

that I came to know him best, since being hired as the Kalmbach Memorial Library's first Library director in 1986. The opportunity to work with Bob professionally was one of the things that prompted me to accept the job. Bob always believed in, and loudly advocated, the need for a specialized library dedicated to the hobby and business of model railroading, and he worked tirelessly to create and develop the Library.

The NMRA honored Bob with a Presidential Award in 1990 for his work with the Los Angeles Division, the Pacific Coast and Pacific Southwest Regions, the Board of Trustees, and especially the Library.


In his adopted home town of Rancho Palos Verdes, Bob was elected to three terms as a trustee of the local public library, twice serving as its chair. As diligent and attentive to the financial and administrative details as to long-range strategic planning, Bob took the lead in plans for the construction of a major expansion of the main library, and made substantial financial contributions toward the computerization of the library at a time when public funds were insufficient to the task.

Bob's avocation for the last years of his life was a book on the first wave of men to hit Normandy Beach on D-Day, to which he had given the working title *The First Wave*. In his usual meticulous manner, Bob traveled the country, conducting research in official archives and interviewing participants ranging from ship captains to ordinary soldiers or marines from each company. While he had begun with the

expectation of publishing in time for the 50th anniversary, his work—though not his enthusiasm—was slowed by the effects of chemotherapy, and the project was eventually halted only by his death.

Bob will be missed by the staff of the Kalmbach Memorial Library for his ability to see clearly both the long-range objectives of the Library and the relationship of the individual details and operations that contributed to those goals. He argued strongly for a professional approach to problems and for waiting until things could be done properly rather than taking half-measures before we were ready. A most competent parliamentarian, Bob could be relied upon to keep us focused on the business at hand, and it is still his draft of our Five-Year Plan that guides the growth and activities of the Library.

Shortly before his passing, Bob remarked to a close friend that he was proud to have had two good and successful careers: first with the U.S. Navy, where he saw service in three major wars and rose to the rank of captain before retirement; and a second career in libraries where two fine institutions on opposite sides of the country stand as lasting monuments to his hard work and dedication. They will continue to provide a legacy to friends known and those yet unmet in his favorite city and in his favorite hobby.

We will miss him greatly, and so will the many organizations he supported; and now that you know about him, perhaps so will you. 

### Rowe Memorial Endowment

In memory of Bob Rowe, the Kalmbach Memorial Library has established the Rowe Memorial Collection Development Endowment. All donations made to this fund will be invested, and the interest will be used exclusively for the purchase of books, periodical subscriptions, and other material on model railroading to expand the collection of the Kalmbach Memorial Library.

Bob worked conscientiously to help establish a Library dedicated to model railroading and the modeler. Please help us honor his memory by building this fund to provide continuing financial support for the growth of the collection. We think Bob would have appreciated that.

Donations may be sent to: Rowe Memorial Endowment, Kalmbach Memorial Library, 4121 Cromwell Road, Chattanooga, TN 37421-2119, United States.

Community College. He was also an active member of the Ann Arbor Model Railroad Club for many years.

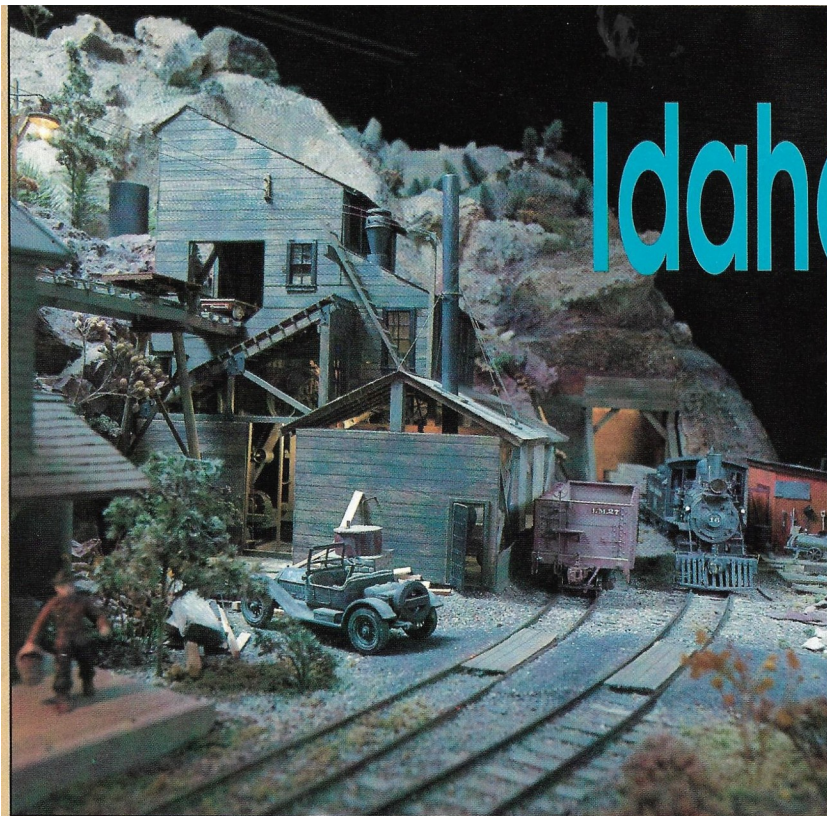
Survivors include a brother, Russell L. Daehler of Ormand Beach, Florida, and two sisters: Mrs. Florence Rosenmeier and Miss Gladys Daehler, both of Kingsport, Tennessee.

Private graveside services were held at the Fayetteville National Cemetery on October 29, 1993. We shall all miss another great model railroader.

James O. Williams, Trustee NCR



1994 February **President Eugene Hickey Remembered**



# Idaho Midland

*Gene  
Hickey—  
Remembered*



1994 February **President Eugene Hickey Remembered Part 2**



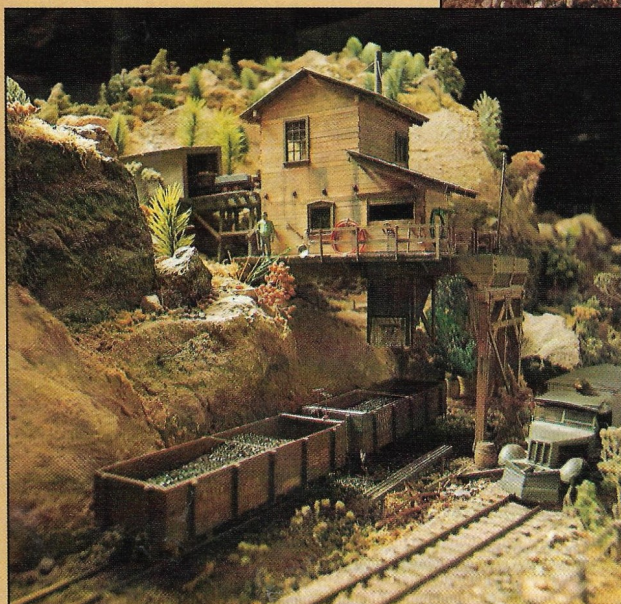
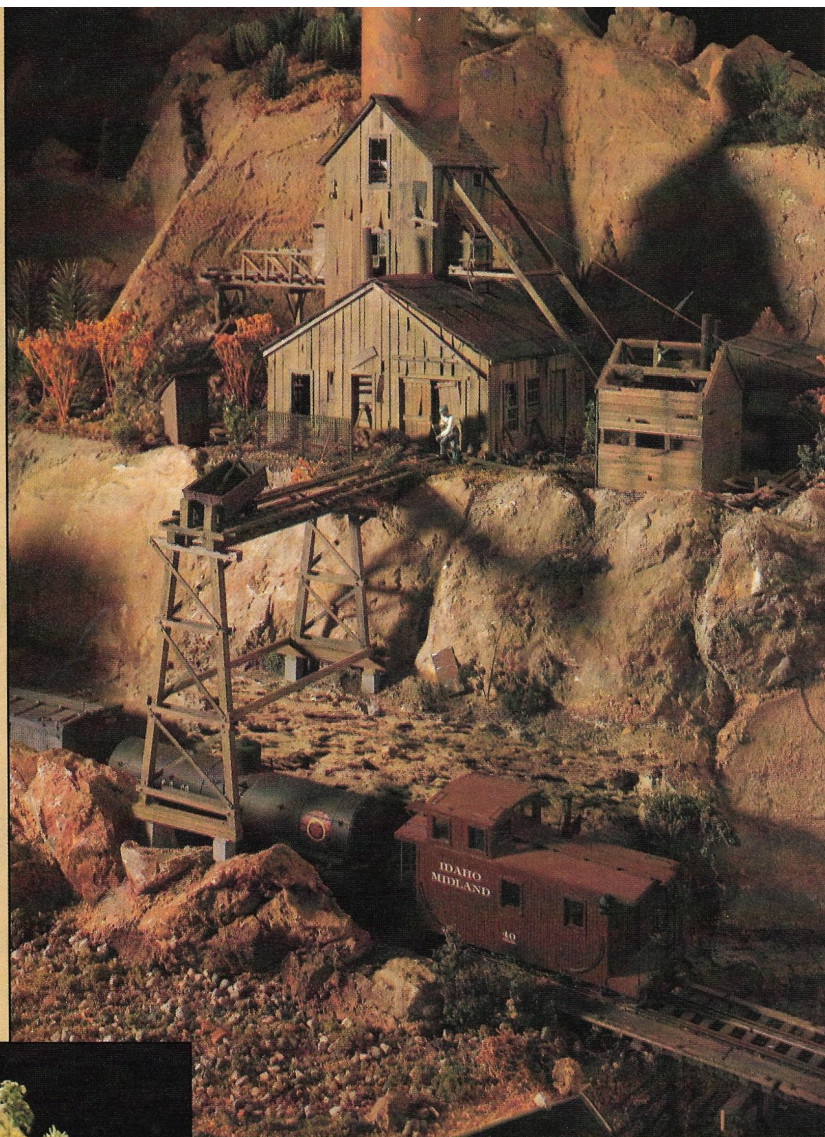
# Railroad

**G**ene Hickey passed away in February 1989. Gene was a founding member of the Minneapolis Society of Model Engineers. Thanks to Gene's widow, Imogene, the MSME has had several opportunities to revisit the Idaho Midland since Gene's passing. The Idaho Midland is an On3 layout, and the intricacy and wealth of detail certainly makes it a classic among model railroads. Gene was a Master Model Railroader, 1969 convention chairman, and past president of the NMRA.

The accompanying photos were arranged for by Doug Hodgdon, a local modeler who was strongly influenced as a teenager by Gene.

by Gayle Olson, MMR

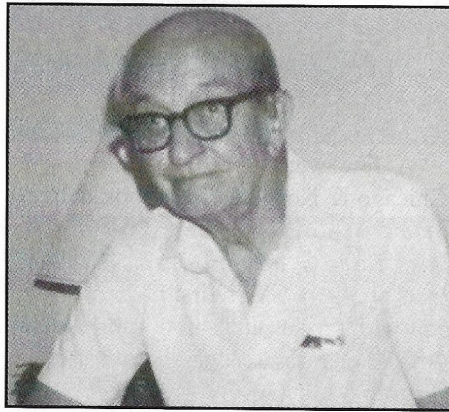
photos by Jim Marvy



Various scenes from Gene Hickey's layout. (OPPOSITE TOP) A stamp mill, (OPPOSITE BOTTOM) Idaho Springs yard and engine facilities, (ABOVE) an abandoned mine, (LEFT) a working mine.

1994 April **Bill "Dad" Carvin mourned**





William H. Carvin, past editor of the *PSR Dispatch* died Oct. 9, 1993. A charter member of the Thunderbird Model Railroad Club, he helped organize the Arizona Division of the Pacific Coast Region before the Pacific Southwest Region was formed. He was also editor of *Branchline*. Over the past 40 years Bill held many positions and received many awards in the Arizona Division, the Pacific Coast Region, the Pacific Southwest Region and with the national

organization.

The NMRA, PSR and Arizona Division has lost a true friend and comrade. Donations to the A.C. Kalmbach Memorial Library in memory of Bill are being collected. Those wishing to contribute should send a check made out to A.C. Kalmbach Memorial Library to: Roger C. von Seeburg, director, Arizona Division PSR, NMRA, 309 E. Beck Lane, Phoenix, Ariz., 85022-3009. The donations will be collected, the name of the donor noted and forwarded to the NMRA headquarters where they will be marked for a library project.

## **1994 April**

**Jan Edward Jester reported as new MMR #209**

## **1994 May**

**Larry Smith reported as new MMR #185**

**Bob Beaty reported as new MMR #192**

## **1994 June**

# Executive V.P. Riley steps down

## Changes Coming

I accepted, with deep regret, the resignation of NMRA Executive Vice President C.J. Riley on March 11 of this year. C.J. cited personal problems as his reason for asking relief of his duties to the Association.

He has been a tireless worker for the membership for several years.

He held posts both in his region and at the national level before being elected executive vice president in 1992. He notes, that while he needs some time to get some of his affairs in order, he hopes he can one day again serve the NMRA in some capacity.

Following the Constitution I nominated, and the Executive Council approved, G. William (Bill) Hammer to fill out the final few months of the term. Bill has long been a volunteer for the association and a decade or so ago was an Area Vice President. Most recently he served as the NMRA's legal counsel.

He will relinquish that post to fellow attorney and member Ken Montero for the next few months. Bill is intimately acquainted with the current affairs of the Association and has a broad background of understanding of where we have been and where we hope to go.

I know Bill will serve in this new, although temporary, post with the same high level of competence he has exhibited in the past.

The unexpired term ends with the swearing in of the newly-elected officers during the Annual Membership meeting on Aug. 18, at the convention in Portland.

By this time most of you are probably well aware of the changes in store in the way the NMRA leadership is structured. Undoubtedly you have noticed the lack of area vice presidential candidates on the ballot I know you all have filled out and returned.

The office of area vice president will cease to exist when the current term expires with one exception — the Canadian Vice President. That office will continue to be a part of the leadership scope for the Association, but will be represented at the Board of Trustees' level.

The offices of Eastern, Central, Southern, Plains and Western area vice president will go out of existence at the annual membership meeting, to be held this August at the national convention in Portland.

While this move streamlines the Association and in the long run will save travel money, we will bid farewell to five very competent members who have served us two or more years. I'm hopeful that Brian Kampschroer, Bob Dye, John Lowrance, Bill Ehler and Charlie Getz will find other ways to continue their volunteer efforts for the association. All have been extremely dedicated to their jobs, the major part of which included either running a major committee as department head or heading long-range planning committees. In some cases they did both.

Still another change will come Sept. 1 when the national takes over some of the responsibilities of trustee elections. The nomination process will remain in the hands of each region. •

## 1994 June

## June Maier is our first lady to earn the AP Motive Power Cert.!



### June Maier earns motive power certificate

Achievement Program Chairman Rick Shoup was pretty excited when he learned June Maier had earned her motive power certificate.

"She's the first woman to earn that certificate, it's quite an accomplishment," Shoup said.

Shoup said the motive power certificate is one of the less common awards. There have only been a total of 38 awarded since 1986, he said.

To earn the Master Builder-Motive Power award a modeler must have built three scale models of railroad motive power, one of which must be scratchbuilt. Motive power is defined as a locomotive or self-propelled vehicle. To qualify as scratchbuilt, the motive power must contain the following scratchbuilt items as applicable:

- Steam locomotives: Frame, boiler, cab, tender frame, body, either valve gear or main and side driving rods.
- Other motive power: Body, frame, cab, power truck frame, pantograph or trolley poles where applicable.

Complete rules can be obtained from your local AP chairman. Congratulations to June Maier for earning her certificate in this challenging category. •

## 1994 June

**Ed Keith reported as new MMR #201**

**Jim Vail reported as new MMR #207**

**1994 July**

**Railettes!**

**After serving many years as National Railette Chairlady, Rosella Nash of Raton, N.M., this Spring announced her retirement.**

**At the same moment, Number #1 Railette Assistant, Dorothy Keeler announced her retirement.**

**Both have given the NMRA countless hours of dedicated service.**

**Sherry Dye of Raytown, Missouri, has enthusiastically volunteered to take up the reins and promises to bring new ideas to the Railettes.**



**Thumbnail Sketch of Railette—  
Rosella Nash**

**Left to Right Above: Rosella Nash, Dorothy Keeler and the late, great, Faith Rider, who started the Railettes in the mid-1950s.**



1994 July

Scouts Earn Merit Badges!

## Club helps scouts earn railroading merit badge

BY RICHARD A. BRIGGS

National Model Railroad Month was very special for 25, 11- to 16-year-old young men from the Central Ohio Council, Boy Scouts of America.

On Nov. 13, 1993, the Scouts attended a day-long Railroading Merit Badge Clinic hosted by the Columbus Model Railroad Club. Participating in workshops that day helped them earn their railroading merit badges.

Members of the club assisted them in their efforts.

Merit Badges, for the non-scout oriented, are part of the advancement program for scouts. The railroading badge is one of the 100 merit badges offered. The merit badge sessions are a chance for scouts to meet and learn from experts in a particular subject.

To earn a merit badge a scout must complete specific requirements related to the field being studied. Merit badge subjects run the gamut from skills training to career awareness to exposure to leisure activities.

The Columbus club workshops covered a variety of topics on both prototype and models. Topics included signal systems, motive power and rolling stock types, how steam and diesel locomotives work, passenger timetables and how to use them to plan a trip, railroad organizations and employment opportunities.

Each scout also assembled two HO-scale car kits, which they took home with them.



Richard A. Briggs (2)

**Columbus Club Dispatcher Joe Slanser assigns a train to a Boy Scout-engineer during an operating session.**

One highlight of the day was when the Scouts got to sit down and run the trains. The Columbus club has six cabs mounted high above the layout. Running a train at the club gave the scouts a chance to put into practice some of what they learned about prototype operations.

The club operates a single-track mainline with passing sidings. Three trains at a time run in each direction.

The scouts had to observe signals and operate the trains at prototype speeds. Trains are centrally dispatched, so the scouts got some feel of what railroading is about.

The Columbus club layout was featured in the July 1992 issue of *Model Railroading*.

Safety in and around railroads was emphasized by an Operation Lifesaver volunteer. Special emphasis was placed on grade crossing safety.

By the time the clinic was over many scouts (and adults with them) were talking about building their own lay-

outs.

New blood in the model railroading hobby is important to the "old salts" of the hobby.

Without new people and growth, the hobby as well as the NMRA will meet its death.

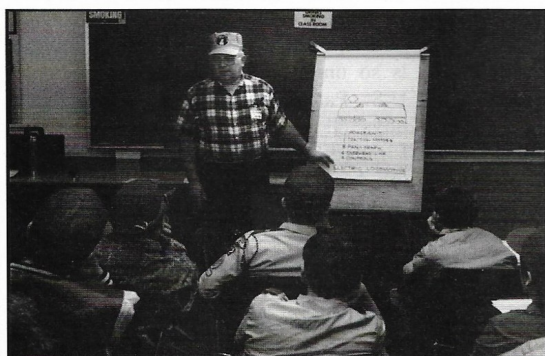
The more positive exposure we can give our hobby, the better.

Organizing and conducting a clinic for Boy Scouts is a tremendous opportunity for us to give service to our communities. It can also provide the spark that kindles a lifelong interest in this fascinating hobby.

If you are interested in conducting a railroading clinic, start by obtaining a copy of the latest Merit Badge pamphlet, available at a local Scout Shop or Scout Office.

This will give you the basic information. Then contact the local Scout Office and offer your group's assistance in providing a merit badge clinic. The local Scout staff can probably lend their expertise in helping you organize the event.

If you need a reason, "Just do it, because its fun!"



**Club member Howard Smith leads a discussion on the components of electric locomotives.**

1994 August Eric Lundberg era ends. The Fat Lady Sings...



I've been scheduled to report to the layout room and tackle a deferred maintenance list that has grown for many months. This is the last one of these columns, ending my four years at the helm of the NMRA.

I've enjoyed it. A few of you have taken the time to drop a positive note now and then, others have taken the time to point out concerns they had over the direction the association was heading. While I much preferred the former, I want to thank all of you that the time to be concerned about where we are all going with the NMRA.

This column not only ends four years as NMRA president for me; it brings to a close, at least temporarily, a national volunteer career that began nearly 20 years ago when I ran for a seat on my region board. Like they say, the rest is history. But rather than offer you a history lesson, I'd like to leave you with something to ponder.

Being an NMRA volunteer can be expensive, not only in the time a person devotes to the project, but out-of-pocket expenditures necessary and with no hope of remuneration. Your officers, board and key committee chairs experience that in the requirements that they attend at least a couple of meetings a year, meetings for which they receive travel expenses, but not necessarily meals and lodging. Some in the past have figured this and other nickel and dime expenses, to run as high as \$1,000 a year. I think it is probably lower, but no lower than \$500 a year.

The BOT approved, rescinded and re-approved a 50 percent rebate on lodging for the two or three nights surrounding an official meeting. This, however, is budget-driven and, when we are tight, that money is non-existent. Can only the well-healed volunteer run the association?

From time to time my mail has turned up a concern over this or that, or the lack of this or that, if you will. Why aren't there more quality features in *The Bulletin*? How come we never issue new Data Sheets? Why do we need to increase the dues, it was only \_\_\_\_\_ when I joined and we don't get anymore now than we did then? Why is the NMRA run by a clique?

Contrary to what some may think, this remains a volunteer organization. We have less than ten folks employed in the Chattanooga office and Kalmbach Library and we contract for the services of an editor for *The Bulletin*. Period. I've con-

tributed several items over the years to *The Bulletin* (besides this column). Have you? Data Sheets don't write themselves and it is not the job of the committee chairman to write them. Have you thought about contributing?

When you joined, what was the price of a loaf of bread? A postage stamp? What are they now?

I am concerned at the lack of willing candidates for election, particularly at the region and division level. I can only shake my head at the whiners who expect perfect performances at conventions, from volunteers and in other association programs.

Still there are a number of members out there that take the time to rationalize, to seek out all the facts, to say, "I'll help!" But there are fewer today than there were yesterday and one day there may be none. To which group do you belong?

Despite these things that your president sees up close and often, I am certain that the NMRA is a viable organization that can and will enjoy a long life of service to its members and leadership to the hobby. There will always be those that say, "I'll do it," and the Association will remain

alive and well because of them. To which group do you belong?

Do you grumble and mumble in the background or do you step forward with a positive attitude to help? Have you contributed or just received? To which group do you belong?

Do you promote your hobby among others, among the uninitiated, or do you remain silent? Have you brought along a new modeler as a mentor and coaxed that person to be a member, or have you, by a thoughtless word or act, driven one away? To which group do you belong?

Can you answer these questions and feel good about yourself and your contributions?

This ends my watch and it has been a high honor to have served all of you. I will look back with a smile on my umpteen years here on the point and in the trenches. And I sincerely hope I have contributed something along the way to your enjoyment of the hobby, to the promotion and recognition of it as an exciting recreation, and to the betterment of the National Model Railroad Association.

So long now and, for the final time, if you can't stop, wave!!!•

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## **Why aren't there more quality features in *The Bulletin*? How come we never issue new Data Sheets? Why do we need to increase the dues ... Why is the NMRA run by a clique?**

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## Bob Brown reported as new MMR #215

### 1994 September "new" President Bob Charles. Checking Signals

## Next two years are pivotal for the NMRA

*Our new president looks ahead at the challenges and opportunities the NMRA faces in the coming years*

**E**ight years ago I first came to the NMRA Board as trustee from the Mid-Eastern Region. The opportunity to serve the association and provide value in my service was foremost on my mind.

Assuming office as the president of our association my thoughts are much the same, though the responsibilities and opportunity significantly increased. The next two years are pivotal in our future, and will be a time of challenge. I am thankful I had the chance to be a trustee and look forward to service as your president.

In 1994 the NMRA is an association of over 25,000 dedicated modelers with varying interests and modes of operation. We have one thing in common, our interest in this great hobby. The primary value of our association is the opportunity it provides for both fellowship and the further progress of the hobby.

We are, by definition, a charitable organization. Each individual, by being a member, is supporting the developmental and educational endeavors of the association. It is these efforts — the clinics, the tours, the instructional videos, the television programs produced, the tape-slide clinics, the standards creation, the Kalmbach Library and all of the myriad of association activities — that demonstrate the value of the NMRA to the members, the hobby, and the public at large.

In a larger sense all of us have a responsibility to assure these activities not only continue, but increase and improve. The key way each of us can do his or her part is by renewing our membership and by letting non-members know of our commitment to

the hobby. We are not a narrow interest group, looking to get for ourselves what we can. Rather, we are combination of diverse elements within the hobby who look to further evolve that which is good in every segment, building upon it. It is in this way we can truly serve all of the various component groups that make up the hobby of model railroading.

The only effective way I know to build these worthwhile activities is to build the association itself. At the Annual Meeting in Portland we will take decisive steps to provide the foundation for that building. The revamped organizational structure will go into effect there. Department general chairmen will be empowered to take full responsibility for the operation of their departments. Also, the new executive director, fully responsible for operational activities, will be introduced to the membership.

It will remain for us as members to take the initiative to increase the membership of the association, for explosive growth is what we both need and are in a position to handle. It is in this fashion we can assure the continued and expanded availability of the support services to the hobby that have traditionally been the responsibilities of NMRA.

As your president, I will work to these ends. I appreciate the support of the many people who sustained my candidacy and will appreciate the continued support of you, the membership, as we move forward together. Please feel free to communicate your thoughts and concerns, preferably by letter. I will make every effort to respond as quickly as possible. My address is on Page 4. Thank you for the confidence you have placed in me. I will work very hard to fulfill it. Together, we will be successful. •



1994 September

# Charles elected president

A man who began model railroading at the age of 10 has been elected president of the NMRA. Bob Charles, of Camp Hill, Pa., said he used money he earned while shoveling snow to purchase his first train — a Mantua sharknose diesel set. That set cemented his life-long involvement in the hobby, he said.

In the race for executive vice president, Allen Pollock of Jefferson City Mo., garnered the most votes.

Pollock, a professional engineer, has been a member of the NMRA for 22 years.

Charles was opposed in the race for president by Willmer B. Seaver a life member of the NMRA and of the three regions in which he resides — Niagara Frontier, Pacific Coast and Pacific Southwest.

Stafford Swain of Winnipeg, Manitoba, a member since 1969, opposed Pollock in the vice president race.

Members also voted to approve the Digital Command Control Standards that were placed on this year's ballot. These standards will establish a common ground for transmitting digital command control signals.

Charles has served the past seven years as trustee from the Mid-Eastern Region. I had the pleasure of meeting him first at the Valley Forge convention last year, and again at the Pacific Coast Region convention in May. Bob is excited and ready to take on his new duties, and I wish him all the best in the post.

Pollock, is a member of the Capitol City Model Railroaders, an HO modular group, he is also General Manager of the Quick Silver and Clear Creek, his own Sn3 railroad based upon the Florence & Cripple Creek.

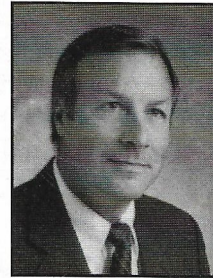
I extend my sincere congratulations to Allen as he assumes his new duties.

Next I would like to thank the DCC working group that developed the standards members just approved for command control. I feel these standards will be as beneficial to the hobby as establishing a common voltage was so many years ago.

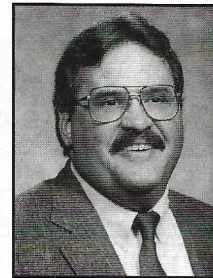
I would also like to thank Will Seaver and Stafford Swain for taking the time and effort to run for office in the organization. It is individuals such as these, willing to donate their time and effort to the association, that enables us to grow and prosper.

Last but not least, members confirmed Steven Stark as Canadian President and Clark Kooning as Canadian Vice President. Stark and Clark were unopposed.

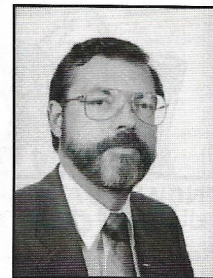
Finally, I would like to extend my sincere thanks to outgoing President Eric Lundberg. It has been a pleasure working with Eric over the past year. Eric's work for the organization has helped to bring us to where we are today.



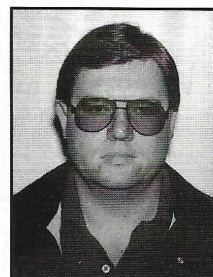
**Bob Charles**



**Allen Pollock**



**Steven Stark**



**Clark Kooning**

**Patrick G. Lana reported as new MMR #208**

**1994 September Promotions Dept Chair Jack Wall wrote:**



## Contactgroep NMRA Nederland Keeps Growing

**T**his month I received a very informative letter from the Membership/Promotion Department's European District Superintendent, Don Korthout, who lives in Spijkenisse, The Netherlands.

The Contactgroep celebrated its 25th Anniversary, in April, and Don gives a lot of credit for the group's growth to support from the British Region and British Region Trustee Steve Park. Over the last 25 years, the NMRA and the Contactgroep NMRA Nederland have become respected names in the Dutch model railroad world. He says "that all it requires is creativity and dedicated people," and he assures me that "those are in ample supply over there."

Don reports that in the 80s he recommended a new AP chairman, Robert van der Logt. Robert has brought the Achievement Program back to life in such a way that it has become a "good promoting instrument." Rick Shoup and I have been telling you that all along, but it is nice to hear it from someone else.

For the last four years, they have been developing a new tool to promote the hobby and improve modeler's craftsmanship at the same time. They have set up a series of classes called Winter Course '91, '92, etc. These classes have included hand laying track, working with styrene, and building turnouts, L-girder benchwork, and throttles.

The Contactgroep NMRA Nederland does not have conventions like the national and regional conventions. Instead, they have two, one-day national meetings a year. People are willing to travel more than a hundred miles to attend these.

The economy is effecting membership growth in the Netherlands just like it is over here. To counteract that, the group is working on a modular layout depicting pre WWII railroading in the north of Holland. They hope to show that you don't have to model American to use the NMRA's standards and recommended practices. **WHAT A GREAT IDEA!**

This year, the Contactgroep is having their first layout tour. They have lined up HO-, HOn2-1/2-, O-, S- and G-gauge layouts to visit. Don says if it is successful they plan to make it a semi-annual or annual event.

I want to congratulate Don and all of the NMRA members in the Contactgroep NMRA Nederland on their 25th Anniversary, and thank them for all of their hard work on behalf of the NMRA and our wonderful hobby.

## The Growth and History of Our NMRA Headquarters. We finally got out of Bob Bast's basement!

### Checking Signals

Comments from President  
Bob Charles

## 24 years and three states ago... SEPT 1994

**L**ast month I discussed the funding issues that dictated a dues increase. I also promised a review of programs and benefits funded by your dues dollars. This month I'll take a look at our headquarters in Chattanooga and what goes on there.

When I joined in 1970, the NMRA was in Canton, Ohio. More specifically, it was in Office Manager Bob Bast's basement. Wow — was that a long time ago! Times have really changed. A statistical review of the mountain of mail, phone calls and correspondence attendant to today's operations will give you an idea of what I mean.

In 1993 the home office staff — Alisa Mullins, Diane Shaffner, Stephanie Hegewood and Robin Cole — handled over 100,000 pieces of mail, 10,000 phone calls and 56,000 computer operations while handling the daily business of the association. Poor Bob would have been driven out of his mind with the sheer volume and complexity of today's membership needs.

The subject of this mountain of work runs the gamut from renewals to insurance. The staff handles promotional materials, fundraising pledges, periodic payments on life memberships, Heritage Cars, NMRA Collectibles, certificates, supplies to the departments, bank statements, income, expenses and the myriad of inquiries that comprise our daily business.

This careful management of the tedious routine provides the membership the benefit of timely, accurate communications and a sense of kinship with the whole association. They do all this, and staff the NMRA booth at the annual convention where you can actually meet those dedicated people if you cannot get to Chattanooga.

The office itself, an attractive building located on Chattanooga's east side, is a modern facility of which the membership can be proud. A very necessary \$100,000 update program was just completed. It included a complete replacement of the roof with needed reinforcements, significant improvement within the library (the subject for next month) and modifications to provide complete accessibility for the physically challenged. Still in the future for headquarters is a complete update of the computer system to meet the needs of our office staff and membership.

On Oct. 1, the NMRA greeted its newest headquarters staff member. Peter Jehrio, our new executive director, brings to his new position a considerable background of executive skills and management ability. He comes to us from the American Philatelic Society, where he worked in an executive capacity building their programs. Some of you had the opportunity to meet him in the NMRA booth at the Portland train show. Peter is a welcome addition to our staff and, as you have the opportunity, please be sure to welcome him as he takes charge of the operations side of our association. He will make things happen!

In summary the NMRA headquarters operation has grown from just a part-time, basement operation in the early 1970s to a full-service office, a specialty library with a staff of three and a full-time executive director. This facility is here to support you and your information needs. Should your travel plans take you to the Southeastern United States, plan to stop by and spend some time in **YOUR** headquarters. You'll find you will gain a whole new perspective on this thing we proudly call the NMRA. Happy Model Railroad Month!•

**1994 Nov British Region Member Stephen Parks earns HLM!**



BY WILLIAM BECKER, HLM  
SECRETARY

Nov 1994

Each year various parts of our association recognize those people who have given freely of their time beyond that expected of "doing a good job." Recognition can come in several ways. Department general chairmen may nominate people in their department for a Meritorious Service Award. The president may recognize individuals in the organization for special programs or long-term service (again, over and above that expected for a given position) with a President's Award. The Honors Committee has the responsibility to recommend to the Board of Trustees, for its approval, candidates for the Distinguished Service Award and for Honorary Life Membership.

The Distinguished Service Award is given to those people who have significantly promoted the hobby of model railroading. They need not be members of the NMRA, nor is service to the hobby through a position in the NMRA sufficient to merit a nomination, although NMRA members have at times received the award. Honorary life membership is given to those individuals who have significantly, and over an extended period of time, made significant contributions of their time and expertise to the association. Neither the Distinguished Service Award nor the Honorary Life Membership award are automatically given every year. The NMRA is some 59 years old, but there have been only 42 people recognized for distinguished service and 31 people awarded honorary life membership. It is with some pleasure that the Honors Committee announces that the Board of Trustees has approved the granting of the Distinguished Service Award and an Honorary Life Membership for 1994.

## Honorary Life Membership

Stephen S. Park of Leeds, England, has been named an Honorary Life Member of the National Model Railroad Association. When Steve's name was placed in nomination, the Honors Committee wrote to Rai Fenton, long active in the British Region, for some background information on Steve to help us with our deliberations. Rai then contacted Len Firth, also a long-time British Region member and the two of them responded in the following way.

"One evening in late 1972 Steve went for an evening's railroading on the Barkston Ash MRC's Omega Railroad at Tadcaster (in Yorkshire, Northern England). During the evening Steve was asked if he would be prepared to take over the publishing of the *Roundhouse*, the British Region's monthly journal, at the time done entirely at home on the region's own print-



Stephen Park

ing equipment. In his usual forthright manner he promptly (and forcibly) declined, and the topic moved on to other railroading. However, at home after the usual 'good night,' he got into his car and followed Len Firth, then region treasurer, to the edge of town, where,

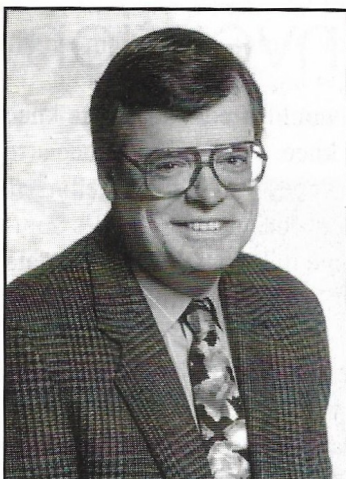
much to Len's surprise, instead of heading for his home in Leeds, Steve turned into Len's drive.

"Len went to see if there was a problem, only to be told that he, Steve, had been thinking and would be quite happy to accept the publishing task. Such was the usual start of what was to become a long and extremely useful period of service, first to the region and shortly afterwards to the national. He really was railroaded into office.

"Steve's history in the British Region started when he joined about the time of the National Convention in London in 1971. He was publisher of the *Roundhouse* for five years from 1973, became vice president, then president in 1976, and organizer of the region convention at Garforth, Leeds in 1984. It is thought that he has not missed a single region business meeting since he first took office!

"His NMRA national service started when he became region president in 1976 and continued also in the position of region trustee when those duties were first split from the president's office in 1977. After many re-elections he still continues as region trustee and he cannot have missed many trustee meetings in spite of the traveling and sometimes personal expense involved. With much continuity of service, both the region and national have benefitted from his finger on the pulse of NMRA affairs.

"Thanks to Steve, the region has developed a close friendship with NMRA members in the Netherlands, and to help this he has made a study of the Dutch language. On top of his work as trustee and as region secretary, which requires a lot of time, he also takes a very considerable interest in the Achievement Program in which he has helped many members.



**Russell Larson**

## **Distinguished Service Award**

**R**ussell G. Larson, vice president for K a l m b a c h Publishing Co. in Milwaukee, Wisc., is the 1994 recipient of the distinguished service award.

Russ' career at Kalmbach began in 1969 when he signed on to work on "how-to" books. His duties also included a part-time post as associate editor for *Model Railroader* magazine. He became associate editor of MR in 1971 and was promoted to managing editor in 1975. He succeeded Linn Wescott as editor in September 1977.

Russ grew up on a family farm near Muskego, Wisc., southwest of Milwaukee. He earned an associate degree in electrical engineering from the Milwaukee School of Engineering.

Russ is the author of a best-selling Kalmbach book, *Beginner's Guide to N Scale Railroading*. He is also known to enjoy modeling in a larger scale. Several people saw an outdoor,  
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